



Service Bulletin

File in Section: -


Bulletin No.: 16-NA-193

Date: November, 2016

TECHNICAL

Subject: Dead Battery, Shift into Park Message, Loss of Propulsion, No Start, Multiple DTCs

Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Chevrolet	Volt	2016	2017			All	All

Involved Region or Country	North America, Korea
Condition	<p>Some customers may comment on one or more of the following conditions:</p> <ul style="list-style-type: none">• Loss of EV propulsion or vehicle stalls.• No Start with a wait to initialize, shift to park message on the IPC.• Low or Dead 12V battery.• Vehicle setting one or more of the following DTCs:<ul style="list-style-type: none">• P0AA1• P0AA4• P0AB9• P0AFA• P07A3• P07A5• P1AEE• P1AEF• P215C• P2797• U0131• U182D• U3001• U3505
Cause	

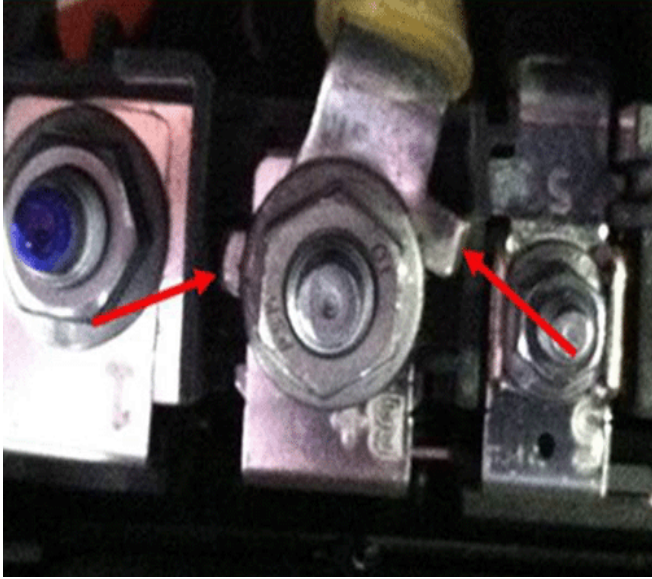
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This may be caused by a loose or improperly installed battery cable for circuit #40 at the X50B auxiliary fuse box right above the underhood electrical center.

Correction

If you encounter a vehicle with the above concern, complete the following steps:

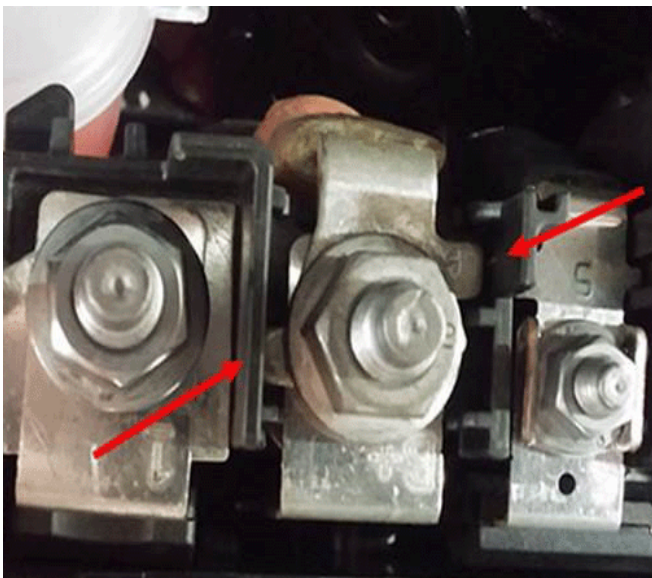
1. View all DTC freeze frame data from each module that set codes (ECM, HPCM, HPCM2, EBCM, etc.) as this may be useful later by Technical Assistance in diagnosing the vehicle.



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2. Check the terminal and make sure that the terminal is straight and the tabs are properly in the fuse box. Above is a picture of a terminal that was improperly installed.

Note: The tabs of the terminal are stuck on a plastic boss of the fuse block which causes the nut to be tight but the terminal is not flush in the fuse box, which causes a poor connection with the bus bar in the fuse box.



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Note: See photo above of a properly installed terminal. Notice that the terminal tabs are located in the proper recess of the fuse box.

3. If the connection above is properly seated and torqued (torque requirement 15 Nm or 133 in/lb) on the vehicle as pictured in the photo above, check all the connections at the X50D fuse box that is located on the side of the 12V battery.



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4. If no visible concerns are found with the X50D rear fuse box on the 12V battery, or there is no visible arcing on the X50B auxiliary fuse box, it is important to follow normal diagnosis referring to SI. Do not assume these diagnostic codes were set by this condition if no visible evidence was found of an intermittent connection. There may be other causes for these DTCs.

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
5480338*	Re-connect Battery Cable for Circuit #40 at the X50B Auxiliary Fuse Box	0.3 hr
*This is a unique Labor Operation for Bulletin use only.		

Version	3
Modified	Oct. 17, 2016 – Changed torque specifications to 15 Nm or 133 in/lb from D15+/ 2 NM S13-17 NM. Oct. 28, 2016 – Updated Subject line to include Shift into Park message and Dead Battery.

